

INGENUITY OF SMUGGLERS.

THEY KEEP THE SPECIAL TREASURY AGENTS BUSY.

Books That Were Never Intended to be Read—Clever Schemes Thwarted by Customs Officers.

The most romantic and interesting portion of the work of the inspectors connected with the office of the United States Special Treasury Agent is the secret or detective part of it, and the inspectors and agents who visit the steamship docks or stroll idly about the Custom House or Appraiser's stores in citizen's dress are all men of determination, resource and energy. The Supervisor of the Port, with his force of 319 inspectors, twelve inspectors and 119 night inspectors, is compelled to acknowledge that without the aid of the Special Treasury Agent and his efficient corps of assistants the Government would be defrauded of hundreds of thousands of dollars yearly.

Smuggling as carried on to-day varies little in its methods or subtleties from that of ten, twenty or fifty years ago. The ingenuity of man is constantly supplying new means for evading the collection of lawful duties, but these newly invented methods follow along old lines to a large extent, and the facilities for capturing a smuggler who operated in that unknown epoch in history commonly called "before the war" are much the same as those in vogue at the present day.

No one can appreciate the workings of the Department who does not know that it is on intimate terms of correspondence with the consuls at foreign cities, the ministers at foreign capitals, the Department of State at Washington, the Department of the Navy, the Secret Service and all the branches of the Customs Department. When this is considered it is not strange that the inspectors of the special Treasury agents, or at least the agents themselves, are pretty well informed of all that is going on in the nature of importations, and know just where and how to look for violations of the law.

Often times arrests are not made when the evidence is such as would convict the transgressor indubitably, but there is always a reason, and a good one, why this should not be done, even though the fact is not explained to the most interested man of the group, the smuggler. False bottoms in trunks, wonderful and varied appearances in anatomical lines in connection with passengers landing from the great ocean steamers, lumps in clothing and crackling sounds between the lining and the cloth of a dress, the sticking together of two leaves of a book, an almost imperceptible hole in a cake of soap, a ringing sound in a man's boot-heel, a little knot in the corner of a pocket handkerchief—all these the Customs Inspector knows and investigates.

Not long ago a passenger of one of the German steamships started to walk off the dock with a mackintosh thrown over his arm, after having his baggage examined. One of the inspectors thought the mackintosh rather heavy and investigated. Carefully sewn in, as a lining, was found a silk dress, valued at over \$300. Repeatedly silk cloth has been found inside of the sleeve-linings of both male and female garments.

Women are especially susceptible to the enticements of smuggling. It has been said that no woman can resist the temptation to make an effort to carry goods subject to duty past a Customs House officer, and it is a statement made by certain officials in the Customs service that if every passenger on board incoming ocean steamers were thoroughly and completely searched as he might be, it is probable that not one out of fifty would be found to have resisted the allurements of just a trifling bit of smuggling to add romance to the home-coming. Often times such carrying in of dutiable goods is merely inadvertence, lack of knowledge or oversight. Presents bought for the "dear ones at home" have been overlooked when an estimate was made of the dutiable goods and were only recalled to memory when found by the Customs officer.

Perhaps the most novel and popular form of amusement for the smuggler nowadays is to use Uncle Sam's post bags for his exciting trade. A number of books have lately been entered at the postoffice, sent from foreign countries, which were not altogether intended for reading purposes. Several months ago there was received at the New York Postoffice a handsomely bound volume of Italian poetry. The book was printed on a high grade of paper and bore the date "Padua, 1733." Its title was "Le Tregedie Di Giovanni Delfino." It was probably supposed that the postoffice authorities would "pass" the book, on looking at its title, on its examination. Unfortunately, in this, as in all cases where books are in the mail, the volume was opened and carefully examined. A section of the centre of 200 leaves was cut out, through the book, and in the cavity thus formed was placed a green table spread with cotton embroidery upon which an extreme valuation of \$3 could barely be placed. Buyers of antique books who have examined the volume, which is now in the Customs seizure-room, say that had it not been mutilated it would have readily been worth \$100.

Lately this volume has been followed by a volume of the Report of the British National Fisheries Expedition, which was not all a report, for quite a collection of jewelry was placed in a neatly scooped-out crevice in the centre of its leaves. Extremes met when a Latin dictionary was put in use for transporting a pipe, and the "Old Fellows" Quarterly Magazine did duty as a packing case for two razors. A novel called "The Great Tontine" held two diminutive and very prettily decorated Chinese vases, but the height of incongruities was reached when the "Sermons of Bishop Brookfield, of London," drifted into the New York Postoffice artfully surrounding several sets of false teeth.

It is not generally known that no merchandise other than books can be shipped through the mails from foreign coun-

tries. Cigars, cutlery and chinaware, jewelry and fabrics of cotton and silk are often started on their long journey, with notations accompanying them stating that they are samples of gifts, but these casual remarks never save the goods. They find their way to the United States Custom House seizure room, and there remain until the yearly auction.

Storage passengers of the kind who seek the services of philanthropic people on landing, are no freer from the taint of smuggling than their more aristocratic brethren above deck. One of the Customs Inspectors saw an Italian of mean dress and poor appearance, who wore on the little finger of his left hand a diamond ring which glittered in the rays of the sun shining over Miss Liberty's left shoulder as the vessel was coming up the bay. He thought the occurrence unusual and investigated. Two thousand dollars' worth of jewelry was taken from the emigrant's person. He had fallen a victim to his own vanity. He was unable to resist the delights of making a display before his fellow passengers. —New York World.

WISE WORDS.

He who does nothing is very near doing ill.

A forward child shows a backward parent.

The everlasting gloomy man can be ignored.

The everlasting funny man is to be dreaded.

Nothing is more refreshing than true politeness.

There is too much law and too little justice extant.

The glider and the refiner of gold see no beauty in a cowslip.

All that remains of life is death; all that remains of death is a handful of ashes.

It is the greatest possible praise to be praised by a man who is himself deserving of praise.

Some people see everything connected with themselves and their friends as through a magnifying glass.

Doing nothing for others is the undoing of one's self. We do most good to ourselves when doing for others.

Do not fail to condole with any hump-back you meet. It shows a good spirit to sympathize with others' misfortunes.

In proportion as one's nature and emotions develop in complexity does their expression gain in directness and simplicity.

Tell your friend that he is looking thin; intellectual people are often thin. He may think you are indirectly complimenting him.

Though a man may not escape his fate, he shall bind his hands in the meshes of her own web and triumph in fulfilling her desires.

We are apt to forget that the only attribute of a crown is not its lustre; that in proportion as it is precious will it press upon the brows with the weight of responsibility.

A free rein may be given ambition if one is strong and sure of tench. But otherwise there comes disaster more melancholy than that which befalls an attempt to drive ambition tandem with love.

Some are born happy—those who die young; some achieve happiness in learning how to live; but no one has ever yet had happiness thrust upon him—not even your friend, the hob-nobber, or your passing acquaintance, the tinsmith.

Love breeds not with ambition. Love is unique. Let the heart low around your domicile, but keep this heavenly sonnet to soothe your soul and glad your heart on the nights which would else be solitary. For love is the only guest that finds a ready corner on the soul's hearthstone.

The California Miner of '49.

The early miner has never been truly painted. I protest against the flippant style and eccentric rhetoric of those writers who have made him a terror, or who, seizing up a sporadic case of extreme oddity, some drunken, brawling wretch, have given a caricature to the world as the typical miner. The so-called literature that treats of the golden era is too extravagant in this direction. In all my personal experience in mining-camps from 1849 to 1854 there was not a case of bloodshed, robbery, theft or actual violence. I doubt if a more orderly society was ever known. How could it be otherwise! The pioneers were young, ardent, uncorrupted, most of them well educated and from the best families in the East. The early miner was ambitious, energetic and enterprising. No undertaking was too great to daunt him. The pluck and resources exhibited by him in attempting mighty projects with nothing but his courage and his brawny arms to carry them out was phenomenal. His generosity was profuse and his sympathy active, knowing no distinction of race. His sentiment that justice is sacred was never dulled. His services were at command to settle differences peaceably, or with pistol in hand to right a grievous wrong to a stranger. His capacity for self-government never has been surpassed. Of a glorious epoch, he was of a glorious race. —Century.

Mysterious Mines of Cinnabar.

There are mines of cinnabar at Daghestan, in the district of Kyreen, but no effort and no artifice of the Russian authorities can as yet avail to ferret out their exact locality. The natives know that the Government will take possession of the mines as soon as it is known where they are, and, therefore, keep their knowledge secret. They use the mineral as a medicine, and sometimes carry it in bags to sell in the neighboring towns. If a native is caught with a bag or basket of cinnabar and asked whence he had taken it, he will tell twenty lies to account for his possession, and neither by bribes nor by threats can the truth be gotten out of him. —Dobson Transcript.

SCIENTIFIC AND INDUSTRIAL.

Electric welding is spreading. Gas can be changed into liquid form. Pails and tubs saturated with glycerine will not shrink.

Galveston, Texas, has twenty miles of electrical railway.

The street cars of Springfield, Ill., are supplied with electric heaters.

Copper tubes now manufactured by means of electrical deposition.

Since 1880 over 700 applications for patents for electrical accumulators have been made in England alone.

A good water-proof cement can be made, it is said, from equal parts of red and white lead worked into stiff paste with boiling linseed oil.

The recreated wood floors of a building recently burned in New York were the only portion of the structure not destroyed. They were only charred.

To obviate the waste of steam in steam hammers an improvement has been introduced in fitting the hammers with two pistons of different diameters, compounding them in fact.

Mica, which stands unique among minerals as an insulating substance, is destined to become one of Connecticut's leading products. Three new mines have recently been discovered in that State.

A new embroidery machine for use in making linen handkerchiefs can turn out finer work than any work done by hand. The north of Ireland must adopt the new methods if it wishes to retain its present leadership.

A late innovation is an electric railway express service established in a Western town, by means of which, for a small charge, all the packages bound outward for the suburbs are gathered up at the depot and then delivered along the route.

The production of electrically welded steel chains will soon become an important industry in this country. The steel chain will be one-third lighter than the present iron chain, with as great a tensile strength, and can be produced at considerable less cost.

At the coming Frankfurt electrical exhibition a large balloon will be sent up. The power sending up and maintaining it will be electricity, which will be obtained from a large dynamo on the ground. A telephone will connect the passengers with those on terra firma.

Cream of tartar is the tartaric acid of grapes, and may be used in water with sugar as a substitute for grape juice. It is the substitution of mineral acid for those of fruits and vegetables that is so injurious to health; for instance, sulphuric acid in vinegar for the natural fruit acid.

The North German Lloyd Steamship Company's managers have concluded to stick to the single screw for all their new steamships, believing that a single propeller whirled by a mighty triple expansion engine is more effective than twin screws operated by two engines, whose combined power does not exceed that of the single-screw ship.

A saw has been designed, lifting iron, mild steel or other metals of fairly large sections. The inventor of this appliance claims that it is a cold iron saw at once simple, powerful and effective. It is always in readiness for work, and can be manipulated by inexperienced workmen. The machine is stated to be capable of making 400 cuts through bars of Bessemer steel four inches in diameter, each cutting occupying six minutes on an average, without changing the saw.

Hats and Heads.

It has been noticed by Henry Heath, who sends hats all over the world from Calcutta to Peru, that different nationalities possess heads of distinctive sizes and shapes. For instance, Germans have very round heads, a peculiarity shared by our own royal family. The average English head is what hat-makers call a good shape—that is, rather long. The Scotch, one is not surprised to learn, are very long-headed. Canadians are distinguished by exceptionally large heads, South Americans by very small ones. Australians, again, have rather small heads.

The subject is an interesting one and worth pursuing further if space allowed. The heads of individuals also vary a good deal from time to time, shrinking during illness or mental worry, and generally becoming smaller with advancing years.

As to shape, there is such a thing as fashion, but it only affects masses; men stick to much the same shape year after year. —Pall Mall Gazette.

Swimming to Church.

A girl named Nyangandi, who lived near the Ogowe River, West Africa, one Saturday came in her canoe with two bunches of plantains to sell to the missionary. When she was going away Mrs. Batselor, the missionary's wife, said to her: "Now, you must not forget that to-morrow will be the Sabbath day, and you have already promised to come every time." "Yes," said the girl, "I will surely come if I am alive." And so she did, but no one knew how she got there, until, at the close of the service, she told the girls that in the night her canoe had been stolen, and none of her friends would lend her one; but she had promised to come to church, and so she felt she must. She swam all the way. The current was swift, the water deep, and the river fully a third of a mile wide; but by swimming diagonally she succeeded in crossing the river. —New York Observer.

Russia's Kohl-Suppe.

Kohl-suppe to the Russians is what the pot-au-feu is to the French. A large cabbage is cut into quarters and put in a stewpan, with a pound each of fish (usually sturgeon), beef and mutton, an ounce of salt, and is covered with cold water. This is allowed to cook for about four or five hours until the meat and fish can be shredded, when it is skimmed, seasoned with salt and pepper, and sent to table in a deep tureen. —New York Journal.

SONG.

There's a nest in the orchard grasses, And the sweet south wind, as he passes, Whispers soft and low, Blow, wind, blow! Summer will fly and birds will go.

There's a song amid the orchard trees, That is heard o'er the hum of the murmuring bees, And the soft south wind as he passes Scarcely moves the tops of the waving grasses, Sing, fieldlings, sing! Summer will fly and birds will wing.

—Jeanie Jacobs, in Youth's Companion.

HUMOR OF THE DAY.

Idea loaded with words are slow to go off. —Washington Star.

Wise medical men do not treat somnambulism as a pillow case. —Boston Courier.

A jail-bird has no wings at all, but he gets there just the same. —Drake's Magazine.

Luck is a good thing to depend upon if you have no desire to succeed. —Somerville Journal.

Why is a defeated candidate like the earth? Because he is flattened at the polls. —Tues. Siftings.

Judge: "Single or married? (Prisoner sighs deeply.) Oh, yes, I see. Married." —Fleegle's Blather.

Emin Pasha has sent word to Zanzibar that he is about to go to Ujiji, a place famous for its jays. —Philadelphia Ledger.

It is a curious fact that when one is seized with a consuming passion one's appetite fails miserably. —St. Joseph News.

Bismarck has had a birthday and the Emperor congratulated him by telegraph on being alive. —New Orleans Picayune.

There is one business industry that has some snap to it even in bad times—the whip manufacture. —Lowell Courier.

If slander did not hurt its victims there would be no particular pleasure in it for the slanderer. —New Orleans Picayune.

Two Milwaukee dentists have dissolved after a partnership of twenty-three years. They could not pull together any longer. —Statesman.

First Farmer: "I suppose you heard about the cyclone over here?" Second Farmer: "Yes, we got wind of it." —Washington Post.

Reporter: "What shall I head this bargain-counter story?" Editor: "Call it 'An Hour in Woman's Paradise.'" —New York Recorder.

The man who "feels himself to be different from other men" shouldn't always brag about it. Dime-museum freaks are in the same fix. —Puck.

If you have anything to give, give it to the "hail fellow, well met." If you have anything to lend, lend it to somebody else. —Dallas News.

He's so afraid he won't offend So long as he confines Himself to ensure, he'll pretend To read between the lines. —Judge.

Mistress: "What would you do, Bridget, if you could play the piano as well as I can?" Bridget: "Sure, I'd go 'quarmin' until I could play it decently." —Munsey's Weekly.

"Why, Janet! What in the world is the matter with Pido?" "He's got a severe cold, dear. I think I must have left his muzzle off too suddenly, you know." —London Judy.

"Do you mean by this," said he, "that you wish me to cease calling here?" "Not at all," said she. "Papa and mamma will always be glad to see you." —Harper's Bazar.

Babies are so slow in learning to talk because they have to devote so much of their time and energy in trying to understand what in the world it is their mothers say. —Somerville Journal.

Son Jack, when young and wild of whim, I could not put a check on him; Now, older grown, he is more meek, And begs me for a cheque a week. —Judge.

"Your brother, the dentist, is very slow and torturing at pulling out teeth." "I know he is, but you see he's rich and only follows the business for the pleasure it gives him." —Fleegle's Blather.

"I'd like to know why you hired a young woman for a type-writer?" demanded Mrs. Hilow of her husband. "So I could have some one to dictate to," replied the unhappy man. —Chicago News.

There is no person in the world so self-conscious as the man who has just had his moustache shaved off, unless it be the woman who found out that her dress doesn't hang even. —Boston Transcript.

"Which one of us do you think the handsomer?" asked one of the two pretty girls. "It is impossible for me to compare you," said the diplomatic young man. "You are both incomparable." —Indianapolis Journal.

"Mamma," said a precocious youngster at the tea table the other evening, after a long and yearning gaze toward a plate of doughnuts, "Mamma, I think I could stand another one of those fried holes." —Drake's Magazine.

Mrs. de Kild: "If you want a name at once graceful, aristocratic and unique for your baby, why don't you have it copyrighted? Authors are entitled to a full right on the titles of their own works." —Munsey's Weekly.

In Court: "Have you anything to say in your defense, prisoner?" "Nothing, your Honor, except that I made a mistake in the number of the house. I did not at all intend to break into that house." —Fleegle's Blather.

"I hear that Mrs. Barlow is disputing her late husband's will." "Why, I thought he left everything to her." "So he did, but she never let the old man have his own way. It's a matter of principle with her." —New York Sun.

All in the Family: "You can't do any business with me," said the new settler to the village doctor. "I intend to be my own doctor." "That's all right," returned the physician. "Let me introduce you to my brother, the undertaker." —New York Recorder.

IT WILL BE HARD TO BEAT.

Foreigners no Longer May Fake Fun at Our Navy.

The American Navy has reached what is called the middle point of its development. To complete it and put it upon the footing of a first-class power would require an expenditure of about \$65,000,000 more. Thus far the Government has expended \$70,000,000. This represents a round sum of \$135,000,000 for a complete navy. The interest on this amount at 2 1/2 per cent, practically represents the cost to this country of this most valuable kind of insurance. The amount is small in comparison with the security given.

Secretary Tracy said he would add from six to nine more battleships, each of 10,000 tons. These would cost \$5,000,000 each. This is as cheaply as they can be built in England. He would duplicate the New York, which would cost \$3,500,000. He would add from four to six harbor-defense vessels, costing each \$2,500,000, and twelve torpedo boats, each costing \$125,000. This would make a navy the superior of any nation, not excepting even England, in point of availability and practical qualities.

We have completed and authorized forty-one warships. These are all vessels of a modern class and will be armed beautifully. In New England there are being built at Bath a ram and two gunboats, at Boston cruiser No. 11, at Baltimore cruisers Nos. 9 and 10, the Maine and cruiser No. 7 are being built at the New York yard, the Texas and cruiser No. 6 are being built at Norfolk, the Monterey, cruiser No. 8, and the Oregon at San Francisco, the New York, cruiser No. 12, the Massachusetts, and the Indiana are building at the Cramps', and a practice vessel is building at Elizabeth. This makes twenty-three ships in all that are now being built and will be turned out within the next two years.

One of the most remarkable developments in the navy has been the ordnance service. Commander Folger, who is in charge of the ordnance work at Washington, is one of the most remarkable ordnance officers in the world. Through his skill and knowledge great economy and great rapidity in doing the work have been accomplished. No better illustration can be given of this than in the speed in which a rifled gun can be turned out to-day from the works. A gun which used to take from two to three weeks to rifle can now have the work done in fourteen hours. Guns of a quality equal to anything in the service of any nation are now being turned out in great numbers at the Washington yard. One of the means of future defense for the harbor of New York will be found in this modern equipment.

One of the dread features of a possible war with any great naval power to-day is the defenseless condition of the City of New York. It is an undisputed fact that any one of the great battleships of the leading European Powers could come over, take up a position at her ease outside of the range of the guns on the present fortifications, and destroy the city. It is not known generally that this danger does not exist to-day in the same degree it did a short time ago. There are now being turned out of the works at Washington guns with a range of twelve miles that carry magnificent steel projectiles which could pierce the armor of any European vessel at present constructed. These guns could be shipped over to New York and mounted within two days' time.

In the event of a war with England, and that possibility has been presented at various times during the Bering Sea controversy, it would be found that the lakes constitute another line of weakness. Here under the treaty with England, we can only maintain one warship, the Michigan, an old vessel of no account in modern times. England has a large number of small torpedo boats of a draught so light that they could go through the Welland Canal. It could have sent a short time ago a fleet of these vessels along the lakes and have destroyed a number of the lake cities. To-day this would no longer be possible. The guns being turned out at the Washington yard could be shipped quickly to Ogdensburg and two of them properly manned and protected could sink these little torpedo boats as fast as they could come up. This evolution in gunnery is one of the most magnificent results of new naval development, and calls attention to the fact that there is no such improvement or development in the other arms of power in the War Department.

In another way the Navy Department has been strengthened greatly, and that is in the education of its naval constructors. Formerly naval constructors were appointed from civil life. They were always good ship carpenters, and at the time when the department began to build a new navy represented the best that was to be obtained in the old field of wooden shipbuilding. They knew nothing, however, of modern ship construction. The first two plans of the new ship were purchased abroad. Since that time, however, the department has developed its own constructors, and while it copies the best things abroad, availing itself of the experiments made there, yet the improvements upon those plans and the method of application should be credited to the fine corps of naval constructors of to-day. The modern naval constructor is a graduate first of the Naval Academy. The authorities there pick out the men who graduated at the top of their class, make them naval constructors, and then send them abroad for three or four years to study in the best schools of Europe. These young men are fine physical specimens and represent the very best knowledge attainable in modern naval schools. There are to-day only fourteen of these men. There have been graduated eighteen from the academy during the last eleven years. Of this number three have died and one, Lieut. Nixon, has resigned to accept a position of \$7,500 a year in the employment of the Cramps. The large percentage of deaths would seem to indicate that the young men would have to undergo a severe strain of study. But the naval authorities do not charge up these deaths to overwork. These young officers are employed in the various yards

where the Government is building new ships. One of them, Bowles, is in charge of the work at Norfolk. Nixon was the inspector of the work at Cramps'. The graduates who become naval constructors are highly equipped men. They have unusual training in the direction of administration and come out with an education of a superior character for the railroad, steamboat, or shipbuilding business. The result is they are tempted constantly with larger offers from private life. The majority of them, however, remain in the Government employ until they think they have compensated the Government for the splendid education given them.

Pretty Rapid Dreaming.

"It beats all reason how the human mind will work in dreams," said a gray-haired passenger to a man in the same seat with him on a Harlem railroad train. "Why, this morning I dreamed for five minutes at the rate of sixty miles a minute, and I'm not much of a dreamer, either."

"What were you dreaming about?" his companion inquired.

"The most improbable things you could imagine. I never could imagine such things when awake. But, what was most surprising, I seemed to live through an entire hour of trouble in a few minutes. My wife awoke me at exactly five minutes to 7 this evening, for I took my watch from under the pillow to note the time. I had only half an hour in which to dress myself, swallow some breakfast and catch the train; but I was sleepy, and I just settled my head back on the pillow for a minute or two to rub the fog out of my eyes. The next thing I knew I was sitting in a railroad car and leaning my head on the seat ahead of me. Instead of going toward the city, I was on my way home awfully tired. Jones was in the seat ahead, and he told me to brace up and keep awake or I would be carried past my station. My hat rolled on the floor, and a fat woman went along the aisle and stepped in it. The train stopped with a sudden lurch at a station just then. The fat woman jumped off in a great hurry. A down train was passing and I looked out of the window in time to see the woman struck by the locomotive and flung up into the air. When the other train had gone by her mangled body lay on the platform. Somebody said: 'It's lucky that her coffin was here ahead of her, anyhow.' Sure enough, a coffin was carried out of the station, and her body was placed in it. Then our train started again. My hat was under a seat and I tried to get up again. I felt just as I imagine a drunken man would feel. Oh! you needn't laugh! I don't get that way when I'm awake. Well, as I was down on the floor, I saw that my pocket book had got out of my pocket and was open. Some bank notes and papers were scattered around it, and I tried to pick them up, but a white cat ran up and began to drag them out of my reach. Then a woman's voice said: 'There is hardly room enough here for three.' I looked up and saw that I was at the feet of two young women, who sat in the seat where I had been sitting. I tried to apologize, but a brakeman came along and took me by the shoulder. A hearty shake caused a sudden transformation. I was in bed again and my wife was saying: 'James, if you don't get up right away you will lose your train.' I sat up in my bed and looked at the watch in my hand and saw that it was exactly 7 o'clock. Now, how do you account for that?"

"I wouldn't try, but you might consult a doctor," was the guarded reply. —New York Tribune.

Moving Trains Through a Flood.

The most remarkable feat in the history of railroad engineering in floods was recently accomplished on the Pittsburgh and Lake Erie railroad. It has never been equaled before, and may not be duplicated again for years. Train No. 4, the through express, due in Pittsburgh at 7:40 one morning, was rushed through six feet of water, and the passengers by placing their thumbs on the outer sills of the car windows were able to reach the water with the ends of their fingers. The surface of the water was within three inches of the car windows.

The train was late, and when it reached Chartiers, four miles west of Pittsburgh, there were four locomotives, fitted with tight fire boxes, ready to bring it to Pittsburgh. The doors of the coaches were made watertight by the use of oakum, and the fires in the car stoves were put out. A passenger coach will float off its trucks if not secured, and to prevent this two of the locomotives were coupled to the rear of the train. Steam was up in the boilers, and the gauge indicated 149 pounds in each cab when the signal to start was given. The passengers were warned of what was coming, and the train was run at a very low rate of speed until the deep water was reached. Master Mechanic Turner was in the cab of the first locomotive, and at a signal from him each engineer, in both the front and rear, pulled the throttle wide open and they all rushed into the muddy water. When they reached the South Side station only a few inches of water was on the floor of the cars, but the passengers were compelled to stand on the seats. When the locomotive arrived in Pittsburgh it was found that only 70 pounds of steam was in the boilers. Later in the day the Pittsburgh and Lake Erie officials made arrangements with the Panhandle to run trains from Chartiers to Pittsburgh and from Homestead to Pittsburgh and connect with the Pittsburgh and Lake Erie and the Pittsburgh, McKeesport and Yonghiogheny trains and bring their passengers to Pittsburgh. —Pittsburgh Dispatch.

First American Coins.

The first coins struck by the United States mint were some half-dimes, in 1792; the first times were struck in France from old silver family plate furnished by Washington, the coins being known as "Martha Washington Dimes," from the circumstances as noted, and an adaptation of the liberty head to that of Martha Washington.

The Lake front is no longer the fashionable "lang" in Chicago, since the World's Fair Commissioners have abandoned it.